U.S. Department of Transportation
Federal Transit Administration

Paul S. Sarbanes Transit in Parks Program (Transit in the Parks Program)
Project Proposal for Fiscal Year 2009 Funds – Planning Project

BASIC PROJECT INFORMATION	
Project Name (Please provide a 1-2 sentence description of the project): The River of Grass Greenway is a proposed non-motorized transportation and recreation corridor that would parallel the exisiting scenic U.S. Highway 41 ("Tamiami Trail") across the Everglades and would seamlessly connect parks, public, lands, and communities. This corridor is an integral link for connecting the dense east and west coastal area Greenway network systems and would provide an alternative to vehicle travel across this environmentally-sensitive ecosystem. In order for this unprecedented, largely-supported, ecologically-vital initiative to be realized, a feasibility study directed by a project coordinator is imperative in order to determine environmental constraints, practicability, and a cohesive design.	
Proposed Funding Recipient: National Park Service Rivers, Trails and Conservation Assistance Program	
Public land unit(s) involved: Big Cypress National Preserve (NPS) Everglades National Park (NPS) Ten Thousand Islands National Wildlife Refuge (FWS) Fakahatchee Strand Preserve State Park (DEP) Collier-Seminole State Park (DEP) Picayune Strand State Forest (DEP) Rookery Bay National Estuarine Research Reserve (DEP)	Location of Project City: Naples, Everglades City, Miami and multiple unincorporated communities County: Collier/Miami-Dade State: Florida Congressional District: 25
Federal Land Management Agency managing the above unit(s): ☐ Bureau of Land Management ☐ Bureau of Reclamation ☒ **Fish and Wildlife Service** ☐ Forest Service ☒ **National Park Service** ☒ **Other** (e.g. Federal Trust) Describe: **Florida Department of Environmental Protection**	Type of Planning Project: (Implementation projects, please use the alternate form) ☒ **Planning**
☒ **Proposal is to plan for a possible new alternative transportation system where none currently exists.** ☐ Proposal is to plan for a possible expansion or enhancement of an existing alternative transportation system.	
Transit in Parks Program Funding Requested during FY 2009 $ 1,000,000	**Total** Cost of Planning Project at Completion (All sources) $ 1,100,000
Were you awarded Transit in Parks Program funds for this project in the past? ☐ Yes ☒ No If answer "Yes," please provide amount awarded: $	
Do you plan to request additional Transit in Parks Program funds in future years? ☒ Yes ☐ No **(Note: If you wish to compete for future Transit in Parks Program fiscal year funds you must reapply).**	

The FY09 funding requested amount will provide for the feasibility study/master plan of the Greenway and for a Greenway Planning Coordinator for a designated time necessary for project completion, anticipated to be completed in one to two years. If the project is determined feasible, funding may be requested in future years for construction to supplement additional supporting funding sources. Construction cost could range from $600,000 - $800,000 per mile. This amount for out years will be based on potential phases of construction as determined in the master plan and an anticipated request amount can currently only be estimated.

If answer "Yes," please specify Transit in Parks Program proposed funding levels for out years below:

FY 2010 $ 1,000,000	FY 2011 $ 1,000,000	FY 2012 $ 1,000,000

FY 2009 Funding Amounts from sources other than Transit in Parks Program funds? ☒ Yes ☐ No
If answer "Yes," please specify funding levels per source below:

State $	Local $	Federal (other than Transit in Parks Program) $ 100,000	Private sources $500

CONTACT PERSON

Name: Jaime Doubek-Racine	Phone: (941) 330-8047
Position: Outdoor Recreation Planner	E-mail: Jaime_Doubek-Racine@nps.gov

Address: Rivers, Trails and Conservation Assistance Program
Florida Field Office
665 South Orange Avenue
Sarasota, FL 34236

OTHER PROJECT SPONSORS (in addition to funding recipient)

National Park Service
Naples Pathway Coalition
Collier County
Miami-Dade County
Florida Department of Transportation
South Florida Water Management District

REQUIREMENTS

☐ If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the Federal land unit(s) and has the consent of the Federal land management agency or agencies affected.
☒ The project is consistent with the metropolitan and statewide planning process.
☒ The project is consistent with agency plans.
☒ The planning project will analyze all reasonable alternatives, including a non-construction option.

BASIC PROJECT DATA NOTE: THESE NUMBERS ARE ESTIMATED TO INCLUDE THE MULTIPLE SITE DESTINATIONS WITHIN THE 75 MILE PROJECT AREA INCLUDING PUBLIC LANDS, PARKS, VISITOR SITES, AND CONCESSIONS.	
Number of Visitors (Annual): 1,500,000	Daily Number of Visitors (Peak season): 3,000 - 5,000
Average Number of Vehicles per Day at Peak Visitation: 4,500	
Current Road Level of Service at Peak Visitation: B/C (Please consult guidance where available on determining this variable. You may use observational accounts or pictures to provide an assessment of this datum for FY 2009 proposals).	
What time of the year does your land unit experience Peak Visitation? ☐ Spring ☐ Summer ☐ Fall ☒ Winter	
Current Carrying Capacity of Existing Roads: AADT counts along this corridor range from 2,500 to 19,000 vehicles/day (AADT may not reflect seasonal vehicle traffic increase)	
What percent of that capacity is the site operating at during peak periods? 100%	
Current parking shortages during peak visitation: Parking lots exceed full capacity during peak visitation times	
Current Number of Persons who use the alternative transportation system (if one already exists) at peak visitation: N/A (average number of visitors/daily at peak)	
Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 2,500,000 (anticipated number of riders or users/annually)	
Average number of auto collisions with wildlife in the area? 365+ collisions/year	

Executive Summary

Please provide an executive summary of your proposal that is no more than one page in length.

The River of Grass Greenway (ROGG), will provide a safe alternative to vehicular transportation across the Everglades as a non-motorized transportation and recreation corridor to interconnect this ecologically-sensitive natural resource with the densely populated east and west coasts of south Florida.

The proposed greenway will be a hard-surfaced separate pathway that will generally parallel the scenic U.S. Highway 41 ("Tamiami Trail") for an approximately 75 mile long non-motorized multi-use pathway. The ROGG will traverse from a western terminus near Naples, FL to an eastern terminus near Miami. Both proposed terminus locations will provide for continued multi-modal connections to other places, communities, and existing or planned greenways (i.e. the Biscayne-Everglades Greenway) resulting in a regionally collaborative greenway network. The proposed ROGG path has already been incorporated into several surrounding county comprehensive pathway plans.

This particular segment of U.S. Highway 41 is the southern-most east-west transportation corridor that connects both sides of the Florida peninsula and is the main visitor travel corridor containing 35 miles within Big Cypress National Preserve (BICY). Along this highway there are also multiple connections to Everglades National Park (EVER), as well as other federal and state public lands including Ten Thousand Islands National Wildlife Refuge, Fakahatchee Strand Preserve State Park, Collier-Seminole State Park, Picayune Strand State Forest, and Rookery Bay National Estuarine Research Reserve.

This route corridor provides for an astounding opportunity to experience and enjoy the unique qualities that the south Florida sub-tropical environment has to offer; the proposed greenway would eliminate the need to experience this area with a vehicle. Along this corridor, the pathway will incorporate access to amenities and user services to enhance local communities, as well as existing visitor sites that provide for interpretive and wildlife viewing opportunities. These visitor sites may also serve as trail heads for parking and allow for bicycle and pedestrian movement amongst the other visitor site locations, provide restrooms, and some sites will provide access points to the back-country roads and trails. The entrance to a 1,400 mile hiking trail traversing the state, the Florida Trail (one of only eight National Scenic Trails in the country), is also accessible from this corridor.

Eight potential trailheads currently exist along the route, including the Oasis Visitor Center (BICY) and the Shark Valley Visitor Center (EVER). Three additional trailheads are planned and funded, including one for Ten Thousand Islands National Wildlife Refuge and one for BICY. The trailheads feature boardwalks, three wildlife-viewing platforms, information booths, access to the Florida National Scenic Trail, tram tours, boat tours, bicycle concessions, canoe concessions, several canoe launches, unpaved bicycle routes, interpretive trails, and more. Overnight facilities already exist along this route at several locations.

Use of the greenway is intended for cyclist, pedestrians, skaters, wheelchair and other non-motorized transportation forms and will accommodate users of all abilities - children, families, elderly, etc. as a leisurely, safe, pleasant outdoor travel opportunity.

Project Description

What activities would be funded by the requested Transit in Parks Program financial assistance? Please provide a project description that is no more than one page in length. You may attach up to two pages of maps or other illustrations that do not count towards the page limit.

Funding is requested in order to pursue a feasibility study and master plan, to include preliminary engineering design, for the River of Grass Greenway project in order to determine the environmental feasibility of the proposed pathway and an appropriate route for the necessary bike/pedestrian pathway. This study is also needed to determine the existence of potential environmental hazards and structural challenges such as bridges and culverts and will address all major issues associated with implementing a greenway in this environmentally-sensitive area. As this highway was built across the natural north-south wetland sheet flow, ensuring a design that does not enhance a further impediment to sheet flow, but provides for mitigation is vitally important. Progessing with a feasibility study is also necessary to ensure modification designs in the progressing Comprehensive Everglades Restoration Plan (CERP) associated to U.S. 41; a plan to improve water flow into Everglades National Park. Providing for a safe and efficient non-motorized transportation system through this area is important, and a study is necessary in order to have sufficient information to pursue the most cost-effective, highest-quality design that is most responsive to the environmental, cultural, social, and economic challenges.

In addition, the examined route and design shall be consistent with FDOT and FHWA standards, as well as meet the requirements for bike routes set out in the American Association of State Highway and Transportation Officials (AASHTO) 'Guide for the Development of Bicycle Facilities'.

The scope of work for this study will include: identify all environmental hazards and needed mitigation; the public participation process; identify and analyze all necessary considerations for the proposed corridor/study area; determine intersections and access point alignment; determine legal feasibility and compatibility with surrounding land-parcels; further analyze the demand, use, and benefits; identify potential routes, links, and connections; and other necessary tasks and assessments to determine the feasibility of the greenway and the most efficient design to meet the viable goals of communities, multi-agencies, multi-jurisdictions, and various organizations.

Funding will also provide for professional project management/planning assistance (a Greenway Planning Coordinator), determined by the grant applicant in order to facilitate project development and ensure

implementation goals and strategies are met. Also necessary for this project is the coordination and involvement with the local municipalities and regional planning process, as well as facilitation of the project with the community, stakeholders, and sponsor engagement. The Coordinator would provide on-site planning expertise, ensure project management for collaborative planning, and foster integral relationships for agency coordination while utilizing the technical assistance provided by the FTA National Technical Assistance Center.

(*Attached: 2 maps*)

Alternative Transportation in the Parks and Public Lands
Planning Evaluation Criteria

(There are separate evaluation factors for implementation projects. Use the implementation project proposal template for implementation projects.)

Criteria	Points	Weight
1. Demonstration of Need		50%
a. Visitor mobility & experience	(1-5)	
b. Environmental condition as result of existing transportation system	(1-5)	
2. Methodology for Assessing: Visitor Mobility & Experience Benefits of Project		15%
a. Reduced traffic congestion	(1-5)	
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Improved visitor education, recreation, and health benefits	(1-5)	
3. Methodology for Assessing: Environmental Benefits of Project		15%
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	
b. Reduced pollution	(1-5)	
4. Methodology for Assessing: Operational Efficiency and Financial Sustainability of Alternatives		20%
a. Effectiveness in meeting management goals	(1-5)	
b. Financial plan and cost effectiveness	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnerships and funding from other sources	(1-5)	

Planning Justification
Your responses to these questions must total no more than eight pages.

1. Demonstration of Need

a. Visitor mobility and experience: Describe the site's current and/or anticipated transportation problem or opportunity for improvement. You should include information on issues such as traffic congestion, traffic delays, parking shortages, difficulty in accessing destinations, safety issues, lack of access for persons with disabilities, lack of access for individuals with lower incomes or without cars, and visitor frustration. Please cite reports, plans, studies, and other documentation to support your description.

U.S. Highway 41 is the main visitor travel corridor through Big Cypress National Preserve (BICY). It is a popular scenic highway for many and a bi-coastal thoroughfare for others. U.S. 41 is a two-land undivided highway that provides very limited to no shoulder area. There is a water canal running parallel on the north side of the roadway that is popular for fishing and wildlife viewing. The natural scenic qualities along this entire stretch of roadway persuades travelers to park unsafely on the side of the road, as there are no designated roadside right-of-way parking, for fishing, photography, and viewing opportunities. The mix of

thoroughfare and scenic travelers along this roadway with a posted daytime speed limit of 60 mph, has proven dangerous as vehicles often travel at a much higher speed. Meanwhile, there is a common occurrence of unsafe slowing and/or stopping of vehicles on the roadway that promotes unsafe conditions conditions for travelers.

Currently, access to the multiple visitor destinations and travel along this corridor is only conducive to motorized-vehicles. There are also no other designated east-west non-motorized transportation corridors in south Florida for those without access to a vehicle. The safety of pedestrians and cyclist that attempt to navigate this corridor is of extreme concern.

This roadway provides access to multiple visitor sites, campgrounds, and recreation areas. A visitor study was completed in 2007 for BICY, relevant information determined from the samples included the following:

- 97% arrived to the Preserve in at least one vehicle.
- The most common activities participated in while at BICY were viewing wildlife, taking a scenic drive, driving through to another destination, bird watching, photography, and hiking/walking.
- The most commonly used visitor facilities included restrooms, wildlife viewing areas, scenic drive, and trails; which were also ranked high on the importance of facilities provided list.
- When asked what services they would like to have available at the preserve, 71% responded with outdoor exhibits and trailside information and 64% would like nature walks to be available.
- When asked what would be proposed if planning for the future of BICY, there were multiple mentions of needing more trails/walkways and limit motorized access.

Papadogiannaki, E., Y. Le and S. Hollenhorst. 2007. Big Cypress National Preserve Visitor Study. Park Studies Unit, Visitor Services Project. Social Science Program, National Park Service.

Providing a bicycle/pedestrian recreation path would direct visitors to designated visitor sites for safe access to move along the popular canal and through the preserve rather than dangerously parking on the side of the highway.

In addition to interconnecting seven national state parks, the ROGG will connect these parks with several million people in the metropolitan areas on both coasts of Florida. For example, on the east coast, the greenway will become an important connection between the Miami area and Shark Valley (considered by many to be the premier bicycling destination of south Florida), thus providing the option for cyclists to arrive at Shark Valley by bicycle.

On a regional scale, the ROGG will provide for connections to other non-motorized networks. Miami-Dade County's proposal to build a pathway along Krome Avenue will link the ROGG with the Biscayne-Everglades Greenway, thus providing a conduit to southeastern Everglades National Park at the Ernst F. Coe Visitor Center, as well as the Biscayne National Park. Collier County is constructing a multi-use, separated greenway along Highway 951 and 846, and a northeastern extension of Highway 846 greenway is planned that will connect Lee County/Fort Myers area via the town of Immokalee, as seen on the attached map.

b. **Environmental condition as a result of the existing transportation system:** Describe the site's current or anticipated problem or opportunity for improvement of the environment in this area. You should include information on current or anticipated problems such as air pollution, noise pollution, run-off, water quality, harm to vegetation and wildlife, and other impacts or stressors on natural, scenic, cultural and/or historic resources caused by the existing transportation system. Please cite documentation in agency plans, studies, reports and other documentation that will help to support your description.

The Everglades, Big Cypress Swamp, and surrounding wet-lands are a naturally environmentally-sensitive area requiring continuous conservation and preservation efforts. As proven in the mid to late 20th century,

rapid population growth, urban development and the resulting changed landscapes became detrimental to the survival of this Everglades ecosystem.

Even today, the roads that were built in this remote swamp area, along with the dense population and development surrounding these lands, have proven a challenge for complete protection and preservation of natural resources in this area. The ensure sustainability for the Everglades, the Big Cypress Swamp, the Florida panther and the other federally listed endangered or threatened species that inhabit this area (including the eastern indigo snake, American alligator, American crocodile, wood stork, west Indian manatee, Red Cockaded Woodpecker) it is more important than ever to ensure the implementation of mitigation efforts to reverse and minimize any further damage caused by roads and vehicles.

This roadway traverses wildlife habitat, including the only remaining habitat of the endangered Florida panther. Vehicle-related mortality is problematic along this stretch of highway for the panther and other wildlife. Since 1979, at least 11 documented panthers, and many more wildlife, have been killed or injured by vehicles along this stretch of highway. As vehicle-related mortality is a leading cause of panther death, providing for an alternative mode of transportation to reduce the amount of vehicular traffic along this roadway would prove extremely beneficial and help to reduce collisions with wildlife.

Providing an alternative means of travel by way of a greenway along this corridor will promote environmental sustainability by minimizing vehicle traffic flow thus resulting in less pollution, decreasing the likelihood of vehicle collisions with wildlife, allowing for regional transportation system improvements, and by creating a more balanced transportation and recreation network to preserve the landscape.

Scope of Work and Methodology

The planning project's scope of work and methodology should include tasks that will assess the areas below in a thorough and professional manner. The planning project should have a scope of work and methodology at this proposal phase, although it may be refined later.

2. Methodology for Assessing - Visitor Mobility & Experience Benefits of Project

Please address how the planning project's scope and methodology will assess the visitor mobility & experience benefits of a potential alternative transportation system improvement in the following areas:

The objective of the proposed River of Grass Greenway will be to provide a non-motorized transportation pathway that will connect large metropolitan areas, multiple communities, public lands and parks, transportation networks, amenities, recreational opportunities, and visitor sites.

Successful implementation of this objective will require a feasibility study/master plan and a Greenway Planning Coordinator. The designated project manager/planning coordinator will streamline the regional greenway planning process and provide professional guidance and planning support. This person will facilitate the coordination for the development of a conceptual plan and feasibility study by a contractor. As this project will be based on a high degree of public and multi-disciplinary involvement and multi-agency/organization representation, as well as multi-jurisdictions involving federal, state, and tribal land, the Coordinator will serve as the central liaison for cohesive planning and project development.

Through this process, the scope of work shall include at a minimum the development of long-range goals, objectives and policies; identification of all potential environmental impacts and mitigation opportunities; and the development of a conceptual plan, incorporating agency and community values, and providing layouts and design guidelines.

More specifically, additional activities to address the following categories will include, but are not limited to:

a. Reduced traffic congestion: This criterion includes: reduced average number of daily motorized vehicle trips during peak visitation, time lost to traffic delays, visitor frustration, and the area's current capacity of the existing transportation system.

- Analyze existing and projected traffic, safety and crash data, and visitation data to determine a reduction in vehicle traffic count to assist in a reduction of accidents, parking lot and visitor site entrance congestion, and determine projected alternative transportation capacity and use.
- Analyze existing data for recreational demand and implement collection process for visitor experience variables to ensure enhanced visitor experience.
- Identification and incorporation of regional issues pertaining to road capacity, accessibility, and user demand, etc.
- Identification of transit services and routes for Greenway access points.
- Determine appropriate terminus locations for the Naples and Miami area of the trail.
- Indentify trail network, accessibility constraints, user amenities, etc.
- Identify trail path options for accessing, parking, exploring, and moving through site locations along the Greenway path.

c. **Enhanced visitor mobility, accessibility, and safety:** This criterion includes enhanced intermodal interconnectivity, improved public access to resources, improved access for those with disabilities and low incomes, traffic safety, pedestrian/cycling safety, and safety in the case of catastrophic events (i.e., forest fires or security threats).

- Recommend a comprehensive program or plan of multi-modal improvements to promote use of biking, walking, and other alternative modes of transport throughout the Greenway network system.
- Examine comprehensively the benefits the corridor would provide as a greenway in proximity to transit and greenway networks, neighborhoods, parks, employment, recreation sites, amenities, and other attractions.
- Design an attractive and efficient pedestrian-oriented corridor that supports existing land uses and considers proposed future uses along this corridor.
- Provide a design for enhanced and easy accessibility for all user types (i.e. elderly, children, those with disabilities, low-income).
- Identify exisiting human activity locations and potential enhancement opportunities to allow for the most effective connectivity along the Greenway.
- Develop a public services and utilities inventory.
- Develop a scenic resources inventory.
- Provide a summary of proposed future uses along this corridor and consider impacts on travel, employment, recreation, residential, commericial, etc.
- A project coordinator will ensure a cohesively linked corridor, provide for representation and guidance of property use and regulations, and ensure avoidance of incompatible land and recreational uses.
- Design must meet all FDOT and FHWA design standards, and be consistent with the requirements set forth by AASHTO's *Guide for the Development of Bicycle Facilities*

c. Improved visitor education, recreation, and health benefits: Describe how the project's scope and methodology will assess improved visitor education, recreation and health benefits?

- Develop GIS based route maps and alternatives.
- The Greenway will allow for development of enhanced interpretive and educational opportunities on public lands measured by visitor survey and counts.
- Coordinate with other agencies to obtain health improvement and benefits data.

3. Methodology for Assessing - Environmental Benefits of Project

Please address how the planning project's scope and methodology will assess the environmental benefits of a potential alternative transportation system improvement in the following areas:

a. Protection of sensitive natural, cultural, and historical resources: This criterion includes energy conservation, energy efficiency, ecosystem sustainability, preservation of archeological and/or historical resources, viewshed and watershed preservation, reduction in auto-wildlife collision rates, improved habitat connectivity, ensuring that visitation does not exceed an area's ability to handle increased levels of visitation or the "carrying capacity" of the land unit, and other protection benefits where applicable.

- Ensure consistency with federal policy and environmental assessments needed to comply with the National Environmental Policy Act of 1969 (NEPA), section 4(f) of the US DOT Act of 1996, as amended, and the section 6(f) Land and Water Conservation Funds Act.
- Provide for detailed site planning through a physical inventory assessment.
- Develop a cultural and historical resources inventory.
- Improve habitat and environmental connections and compatibility of road corridor.
- Propose development incentives where applicable to preserve and enhance resources.
- Identify environmental needs and necessary permits.
- Identify and describe ecological resources (land, water, biological, cultural, etc.)
- Incorporate all applicable resource conservation plans.

b. Reduced pollution: This criterion includes air pollution, water pollution, noise pollution, and visual pollution.

- Coordinate with multiple agencies to obtain regional natural resource pollution data.
- Identify exact data for the correlation of reduced vehicle use and the beneficial impacts on the environment.
- Continued public land resource monitoring and management (wildlife, hydrology, botany, etc.)

4. Methodology for Assessing - Operational Efficiency and Financial Sustainability

Please address how the planning project's scope and methodology will assess the operational efficiency and the financial sustainability of a potential alternative transportation system improvement in the following areas:

a. Operational efficiency: This criterion includes considerations of how a potential alternative system may/may not meet identified management goals and objectives for this site, including consideration of multiple alternatives.

- Provide for and ensure cohesive planning through creating and utilyzing a Greenway Planning Coordinator.
- Ensure consistency with the federally managed land units' policies and management plans.
- Ensure consistency with the state managed parks' policies and management plans.
- Ensure consistency with the Counties' and local jurisdictions' Growth Management Plans and Comprehensive Pathways Plans.
- Ensure consistency with the Transit Authorities' development plans.
- Ensure consistency with all other necessary land-use management plans and long-range transportation plans.
- Examine governance models for on-going maintenance and operation of the Greenway.
- Determine contraints to implementation and possible solutions.
- Identify needed facilities and infrastructure.
- Ensure timely completion of the study (anticipated to be completed in one to two years).

- Development of interagency/interlocal agreements for management and maintenance of the Greenway.
- Determine needs assessment plan to include all stakeholders, public/private entities and land owners.

b. Financial feasibility: This criterion includes the development of a financial plan that will incorporate a potential alternative transportation system, including the evaluation of multiple alternatives.

- Identify and leverage funding options for planning, development, and operation of the trail.
- Develop a Project Management Plan to define project partnerships and sponsors and determine the short and long term maintenance and up-keep intiatives and create a Financial Management Plan.
- Determination of project construction phases.
- Analysis of cost estimates.
- Develop a cost-benefit analysis.

c. Cost effectiveness: This criterion includes the development of an analysis of cost effectiveness considerations that includes multiple alternatives.

Analysis to determine a cost effective greenway design will include at a minimum, these considerations: enhanced quality of experience, improved environmental quality, improved health benefits, economic impact, increased accessibility and recreational capability, increased safety and reduction in accidents, enhanced protection of endangered Florida panther and other wildlife, cost of fuel savings, and reduction in pollution and detrimental impacts on natural resources.

d. Partnerships and funding from other sources: This criterion includes planning projects that would be carried out or funded in partnership with other entities in addition to the sponsor and will receive points depending on the level of partnership. Documentation (e.g., partnership agreements, letters of partnership support, letters of confirmation of financial contribution, letters of in-kind contributions, etc.) that supports and verifies involvement of partners and level of partnership *must* accompany this proposal.

The ROGG route is included on pathways planning maps for State of Florida Office of Greenways and Trails, Collier County Comprehensive Pathways Plan (April 2007), North Dade Greenways Master Plan (Dec 1997), and the Comprehensive Everglades Restoration Plan Master Recreation Plan.

The Board of Collier County Commissioners unanimously passed Resolution no. 2008-160 on May 27, 2008 (*see attached*) supporting the ROGG. Miami-Dade Bicycle/Pedestrian Advisory Committee unanimously passed Resolution #5-2008 on June 18, 2008 (*see attached*) to support the ROGG and to recommend Miami-Dade Metropolitan Planning Organization pass a supportive resolution for the ROGG.

Support for the River of Grass Greenway has been obtained by the Naples Pathway Coalition from the following:

<u>Verbal Endorsements from elected officials</u>

Connie Mack (U.S. Representative, District 14)
Burt Saunders (State Senate)
Garret Richter (State Representative) plus a pledge to donate $500
Sammy Hamilton (Everglades City Mayor)

<u>General support of the Greenway and/or for a Feasibility Study given verbally (contact person)</u>

Office of Greenways and Trails (Marsha Connell; Matt Klein)

Marco Island Bicycle Advisory Committee (Pat Neale)
Florida Wildlife Federation (Franklin Adams, Nancy Payton)
Clyde Butcher/Big Cypress Gallery (Merry Lipsit)
Adventure Cycling Association (Jim Sayers)
Trust for Public Lands (Gary Wilson, Alex Size)
Rails-to-Trails Conservancy (Ken Bryan)

Letters of support (*attached*)

Naples Pathway Coalition
The Conservancy of Southwest Florida
Miami-Dade County Park & Recreation Department
Collier-Seminole State Park
Fakahatchee Strand Preserve State Park
Collier County Parks & Recreation Department
Borrelli & Partners (Architects Planners)
Collier County Health Department
Big Cypress National Preserve

(*Attachments: 9 support letters)*